

RUDDER FLUTTER

Official Publication of the Idaho Division of Aeronautics

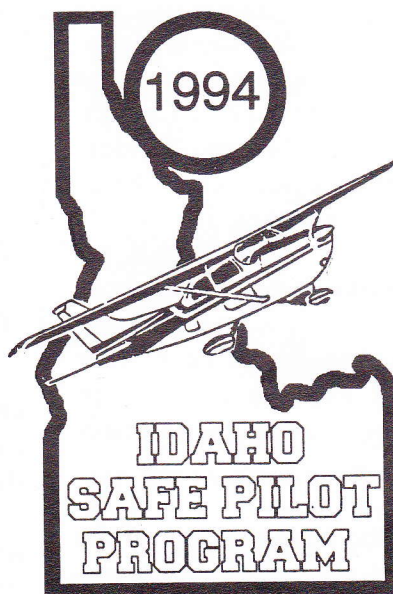
William S. Cooper, Administrator

VOLUME 40, NO. 3

SUMMER 1994

THIRD ANNUAL IDAHO AVIATION CONFERENCE
AUGUST 26-28 BOISE, IDAHO

**DOOR
PRIZES**



EXHIBITORS

GUEST SPEAKER: PHIL BOYER

President, Airplane Owners and Pilots Association

Dinner tickets: \$25.00 Each.

Free safety seminars and tours, AOPA Town Hall
Meeting, fly-in breakfast Friday and Sunday!

Come on down to the Boise Centre on the Grove and
bring a friend!

REGISTRATION INFORMATION INSIDE!

ADMINISTRATOR'S COLUMN

On June 26, 1994 Idaho lost one of its great aviators and the person who perhaps did more to establish and shape aviation in this state than any other person. Chet Moulton passed away at the age of 86. Our condolences go to his family at this time of bereavement.

This issue of the *Rudder Fluter* features one of our Idaho aviators, Galen Hanselman. Galen has published a book on the Idaho backcountry airport system called, "Fly Idaho" which is rapidly becoming a standard piece of equipment for many pilots who fly into the Idaho mountains.

More and more I hear people talking about, "Galen's book." Galen has advanced the efforts of aviation safety immeasurably by putting into the hands of the folks that fly in our state very valuable information about these airports.

I want to take this time to just say thanks to Galen for a job well done. While recognizing individuals that have aided the cause of Idaho aviation this year I also want to thank Bill Sherer and Representative Phil Childers for the work that they did on getting a tax relief law for out-of-state aircraft sales passed.

This new law greatly reduces the red tape and hassle involved in the sale of aircraft to out-of-state buyers. This is of benefit to all of us because it allows Idaho aviation commerce to be

more competitive with surrounding states and leads to a healthier Idaho aviation community.

Recently the U.S. Forest Service made a decision regarding Wilson Bar, one of their airstrips on the Main Salmon River. They evaluated this airstrip and concluded that it did not meet their minimum safety standards for operation as a public access airstrip.

They have notified this office and have asked our permission to permanently close this airstrip due to its hazardous nature. Because it is located within the boundaries of the Frank Church, River-of-no-Return, Wilderness Area the Division of Aeronautics becomes involved. Language in the FCRONR act prevents the Forest Service from permanently closing an airstrip within that Wilderness Area without express permission from the Division of Aeronautics.

I, as the Administrator of the Division, share the Forest Service concern that this airstrip is not, "just for anyone." This airstrip is a very "technical" little airport. The pilot that flies into and out of Wilson Bar needs to be well experienced in mountain flying techniques and be operating an airplane that is capable of performing under the conditions posed by this airstrip. This is not an airstrip for a novice from flat country who picks up an aeronautical chart of Idaho, loads spouse, family, and dog into their C-172 and says, "Hey, let's go to Idaho for the weekend."

Notwithstanding the level of flying experience that I believe is required to operate into Wilson Bar, my position is, and has been ever since I became the Administrator of this Division, that I do not want to lose any airports through closure. I have stated this to the Forest Service several times. Likewise, I feel strongly that a public access airstrip on the Main Salmon is needed. Because of this I have, this week, signed a letter back to the Forest Service denying them permission to close Wilson Bar. My challenge to each of you, however, is that if you use this airstrip that you do so wisely and safely. BC

MARK THOSE CALENDARS FOR THE THIRD ANNUAL IDAHO AVIATION CONFERENCE AUG. 26-28!

IDAHO TRANSPORTATION DEPARTMENT:

Governor *CECIL D. ANDRUS*
Director *DWIGHT BOWER*
Aeronautics Administrator
WILLIAM S. COOPER

Aeronautics Advisory Board:

Chairman *H.P. HILL*
Member *HARRY MERRICK*
Member *WILLIAM PARISH*

Division of Aeronautics
3483 Rickenbacker Street
P.O. Box 7129
Boise, ID 83707-1129
(208) 334-8775
1-800-922-3014



Can you identify this Idaho mountain pilot? His love for flying has also been passed down to his children.

Watch for "AVIATOR FOCUS" from the AVIATOR'S HISTORICAL FOUNDATION in the fall issue.

NOTEWORTHY NEWS

Garden Valley Airport opened June 4th.

Congratulations to the Idaho State Utralight Champions for 1994: First Place - **Rob Allen**, Second Place (three way tie) - **Keith McClure**, **Nick Nafsinger**, and **Kirk Nafsinger**, Third Place - **Bob Schaefer**.

ARE YOU MOVING?

To ensure that your next issue of the *Rudder Flutter* arrives at your new home without delay please send us your name and new address and we will update our records.

Send all updates to: Idaho Division of Aeronautics, P.O. Box 7129, Boise, ID 83707-1129 or call (208) 334-8776 or 1-800-468-5865.

AVIATOR FOCUS

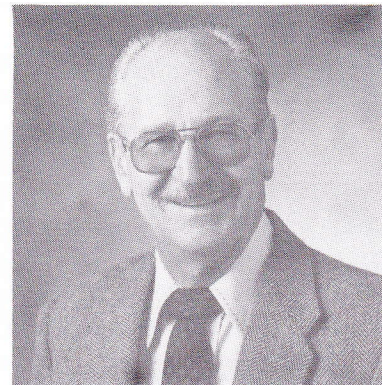
By Dick Miller

Did you correctly identify our shy well-known aviator pictured in the last *Rudder Flutter*? He was born July 23, 1922 in Denver, Colorado, the number five child of eight. At an early age he used his mothers clothes drying rack to fashion fantasy airplanes. He moved to Oakley, Idaho at age 17, where he worked in the construction trade. He worked for Reed construction when they started building on the Twin Falls Airport in 1947, and **HARRY MERRICK** retired as the Airport Manager of the Twin Falls Airport in 1988.

His first airplane ride was in a T-craft on skis to the Idaho back country in 1949, and he is still waiting for the return flight. The pilot never returned to pick him up! Harry started flying in 1952 and soloed in 1953 in a J-3 Cub. Charlie Reeder was his instructor. He received his Private Pilot Certificate on December 12, 1953 and his Commercial Certificate in 1957.

He served as a charter pilot and flight instructor for Reeders Flying Service recommending 63 students for ratings in a twenty four month period. Harry comments that he "had the most fun in his life" while flying the Beech 18, Cessna 206, C45 and Turbo Porter in the Idaho backcountry on Forest Service contracts from 1966 to 1969.

Harry became the Twin Falls Airport Manger on June 1, 1969. While airport manager, he also served as the area FAA Pilot Ex-



aminer for twenty three years. Harry has over 7,000 hours of accident free flying time.

Today Harry enjoys retirement in the Twin Falls area, and still gives some dual instruction and an occasional BFR. Harry is still a member of the Governor appointed Idaho State Aeronautics Advisory Board.

CHET MOULTON

Chet Moulton, Idaho's Director of Aviation for more than 25 years, passed away June 26, 1994 in Boise. He was 86.

During Chet's tenure, more than 100 new airfields and airstrips were developed in the state, the very ones that we as Idaho pilots enjoy so much today. He also implemented the ever popular courtesy car program.

In 1967 and 1970 Chet was named Idaho's outstanding state employee. A well deserved recognition. *Flying Magazine* named him "General Aviation Man of the Year", citing his leadership with limited resources to create a number of firsts in the United States.

He is survived by his wife and two children.

OUTSTANDING ACHIEVEMENT!

On May 6, 1994, the **Warhawk Air Museum** in Caldwell was awarded the Governor Andrus Award for Outstanding Achievement in Tourism for an Idaho organization. The prestigious recognition is awarded to one organization annually by Governor Andrus for its contribution to tourism in the State of Idaho.

The **Warhawk Air Museum** is a museum which has become a source of pride for the State of Idaho. Its facility has been enjoyed by visitors from around the world. Many of the collections have been donated by families throughout the Northwest who trust that their treasured memorabilia will be honored and displayed as sacred reminders of a unique time in history when all of America was united in her patriotic dedication to protect what was termed the four freedoms: Freedom From Want; Freedom of Speech; Freedom of Worship; Freedom From Fear. One of these donations is the Duane Beeson Collection which the **Warhawk Air Museum** currently has on display at the Duane Beeson Terminal.

We congratulate the **Warhawk Air Museum** on receiving this great honor! Stop by and see this wonderful collection for yourself. For more information about the museum hours and private group reservations please call: (208) 454-2854. Mailing address: 4787 Riverfront Place, Boise, ID 83703.

BOISE AUTOMATED FLIGHT SERVICE STATION - IDAHO HUB

By Roberta Potter, FSS

Boise Flight Service Station became Boise *Automated* Flight Service Station in June of 1991, making the national weather briefing number 1-800-WX-BRIEF available. When this number is used in Idaho, the pilot's call will be directed to the Boise AFSS. Through the WX-BRIEF number, you can obtain information from prerecorded routes or receive a briefing from an Air Traffic Control Specialist.

Earlier this year, Boise AFSS took the responsibility for airports in northern Idaho, which used to be in the Spokane and Walla Walla Flight Service areas. In August of this year, Burley and Idaho Falls Flight Service Stations will be closing. Boise will be the only Flight Service Station available in Idaho, and will be the tie-in for all Idaho airports.

For pilot weather briefings and information, you can call 1-800-WX-BRIEF (1-800-992-7433) anywhere in Idaho, or 343-2525 from the Boise exchange. These are the only telephone numbers on which we can give you a briefing.

The Telephone Information Briefing System (TIBS) is for information only. It is NOT intended to REPLACE the need for a standard weather briefing from a briefer prior to flight.

Callers using a touch tone telephone may go directly to the TIBS menu, and any route they desire. They may also go directly to a briefer at the end of an announcement by touching *99, or interrupt any of the recordings by touching #*, listen for a ring, then press the code they desire. Callers using touch tone, rotary, or pulse dial telephones may just stay on the line, and after the greeting they will be connected to the next available briefer.

Other position numbers for the facility that may be used for limited service, BUT MAY NOT BE USED FOR BRIEFING are:

Pilots call for clearance deliver, 1-800-253-3459.

Pilots close flight plan, 1-800-253-3459.

To talk directly to a Supervisor, (208) 334-9770.

Airport Managers to issue NOTAMs, 1-800-253-3458.

Not all radio outlets have been remoted to Boise. At this time, Boise Radio can be contacted by using: Boise 122.2, 122.6, 255.4; Boise, Squaw Butte 122.45; Gooding 122.4; Hailey 122.4; Mt. Home 122.6; Rome, OR 122.65; Stanley 122.6.

Spokane Flight Service is the radio contact for Spokane 122.2, 122.65 and VOR voice: Pilot transmit on 122.1, listen on COE VOR 108.8 or MLP VOR 117.8.

Walla Walla Flight Service is the radio contact for Lewiston 122.35 and VOR voice: Pilot transmit on 122.1, listen on MQG VOR 108.2.

CONTINUED ON NEXT PAGE

**BOISE AUTOMATED FLIGHT
SERVICE STATION - IDAHO
HUB CONTINUED**

After August, when Burley and Idaho Falls FSS close, Boise will also have: Burley, Conners Ridge 122.4; Idaho Falls 122.55; Salmon 122.55.

We would be glad to talk with you, give you a tour of our AFSS, or help you in any way to make this transition easier for you.

Please contact Donald R. Hughes, Air Traffic Manager, Boise Automated Flight Service Station, Boise, ID 83705, (208) 334-1704, between the hours of 7:30 a.m. to 4:00 p.m., Monday through Friday.

UPCOMING EVENTS

JULY

28th-Aug. 3 - Oshkosh '94!
Oshkosh, WI.

29-30th - IAA -T.V. Chapter Fly-In at Johnson Creek. Fly-In Breakfast on the 30th. Contact Bill Miller for more information, (208) 343-0073.

AUGUST

13-14th - Top Fun Flyers Fly In at Weiser. Rob Allen, 345-7282.

20th - Chamberlain/Big Creek - AMAS Handicapped Fly-In.

26-28th - Third Annual Idaho Aviation Conference, Boise Centre on the Grove, Boise. A great

time for all! Phil Boyer, banquet guest speaker. Contact the Idaho Division of Aeronautics at (208) 334-8776 or 1-800-468-5865 for more information on banquet tickets, etc.

SEPTEMBER

1st-4th - River of No Return Mountain Flying Seminar. Challis, ID. Check in the 1st, flying starts the 2nd. Limited to 30 participants. Contact Challis Aviation, (208) 879-2372.

9-11th - Fifth Annual Kitfox Fly-In at SkyStar Aircraft corporate offices in Nampa, ID. For more information about this fun event call (208) 466-1711.

10th - Kids Day at the Ontario, OR Airport. Breakfast, hot air balloon rides, airshow. (503) 889-9197.

15-18th - Reno Air Races. (702) 972-6663.

17-18th - Top Fun Flyers Fly In at Donnelly. Rob Allen, 345-7282.

OCTOBER

8th - 99's Northwest Section Meeting Banquet. Sun Valley, ID. (208) 383-3304.

Be sure your next event appears in the Rudder Flutter. Send information to: Rudder Flutter, Idaho Division of Aeronautics, P.O. Box 7129, Boise, ID 83707-1129.

***ATTENTION ALL
HUNGRY AND CURI-
OUS PILOTS.***

**FLY IN FOR
BREAKFAST AT
WESTERN AIRCRAFT**

Join us at Western Aircraft for breakfast and tour the facility from 0600 to 1000, Friday, August 26th to kick off the Third Annual Idaho Aviation Conference. Taxi to and tiedown free at Western. **Also receive a 15 cent fuel discount, free shuttle service, free courtesy cars, discounted motel rooms and rental cars delivered to the ramp!** For reservations call Beth at 1-800-333-3442.

**VENDOR SPACE STILL
AVAILABLE FOR
CONFERENCE**

If you are interested in having a table at the Third Annual Aviation Conference to display your goods or services to the aviation public it's not too late!

We expect a large turn out for this third annual conference.

We will provide one eight foot table, with burgundy skirting, and two chairs for a cost of \$150. Additional materials are available from the Boise Convention Centre on the Grove at an additional cost. Power is available. Call John or Pam at 334-8776 or 1-800-468-5865 for more information!!

**BEFORE OR AFTER THE
CONFERENCE YOU CAN
CHECK OUT THE WEST-
ERN IDAHO FAIR!**

BUREAU OF LAND MANAGEMENT AVIATION IN IDAHO

By R.G. Hanks, PhD - National
Aviation Program Manager

The National Aviation Office for the Bureau of Land Management is located at the National Interagency Fire Center (NIFC) at the Boise Airport. The office was relocated from Washington, D.C. in 1992 as a method of streamlining the organization which does all of its aviation business in the western states and Alaska.

Most of you may not know that BLM manages a very active aviation program which averages 25,000 flight hours per year. The BLM fleet consists of 53 contracted planes and helicopters, and 14 owned/operated airplanes including the Rockwell OV-10 Bronco, Shorts Sherpa, De Havilland Twin Otter, Beechcraft Baron, Cessna 337 and Piper Aztec. During the fire season, 10 of the owned aircraft leave Boise to join the contracted ships which are scattered between Phoenix and Fairbanks.

The aircraft are used primarily to support firefighting missions (air attack, smokejumpers, and tanker lead planes), but are also used for other ecosystem management needs such as wild horse roundup, cadastral survey, and resources (minerals, oil, archaeological) site assessments to name just a few.

The program is led by Ron Hanks, an ex-Navy flier who spent eight years with the

Alaska Department of Natural Resources prior to BLM. Dick Williams, a name familiar to many in Idaho's commercial aviation, was recently appointed as the BLM Fixed Wing Program Manager. Another familiar Idaho name is Sam Harpham, who is the Chief of Maintenance for the BLM aircraft fleet.

Ron, Dick, and Sam are all fans of general aviation (either owning or building aircraft of their own), and want Idaho pilots to know what BLM aviation is doing locally and be able to communicate with them.

Two current issues may be of interest to general aviation pilots, and the BLM encourages and welcomes your comments and ideas. One proposal is to establish a dedicated practice area for jumpships, leadplanes, and basic aerobatics in the Bronco. Two proposed areas are northwest of Emmett and south of the Snake River by Murphy. (These would not be restricted areas of any sort--just a heads-up area to look for unusual attitudes!). As a note regarding general flight training: The BLM has discontinued use of the Meridian NDB for instrument training because of traffic congestion and comments from general aviation. Everyone agreed that it was just getting too dangerous out there.

The other issue is one that was suggested by Ron Robinson of Boise; that the BLM should look into sponsoring a dirt strip on BLM land for light aircraft flight training. This would help to alleviate traffic congestion at

Caldwell, Nampa, and Boise, and provide an opportunity for more realistic short and soft field operations. BLM is actively looking into this and has already met with State Aeronautics and BLM managers to discuss the possibilities. They will keep us informed as the project progresses.

You are invited to drop by to visit or to discuss ideas with the BLM aviation staff anytime. Their offices are located on the second floor of the administration building at the NIFC base, and their phone number is 387-5180. Besides talking business, they are always willing to talk (brag) about their Corby homebuilt, Super Cub, or Cessna 175.

BLAST FROM THE PAST

The following article was first printed in the *Rudder Flut-ter* in the April 1965 issue:

Socony Mobil has 28 airplanes and General Motors flies 22. The General Motors fleet includes ten \$1-Million turbo-prop Convairs. U.S. Steel has three \$1.5-Million Viscounts.

McCann-Erickson's DC-7 has 20 seats, a bed, and a shower. Reynolds Metals' DC-6 can sleep 16.

Montgomery Ward & Co., flies executives in a pair of DC-3's at one third increase in cost over commercial travel. But - the company saves 58% of those executive's travel time. And time is money.

The more things change...

THIRD ANNUAL AVIATION CONFERENCE UPDATE

From now until the lights go out after the last activity scheduled for the conference, the Aeronautics Division staff will be cramming and jamming to get all the ducks lined up for the event.

As we go to press, the activities, guest speakers, and times for the various functions look like this:

FRIDAY, August 26

- 0600-1000...Breakfast and facility tour hosted by Western Aircraft at their hanger-located on the south side of the Boise Airport
- 0900-1700...Conference Registration-Boise Convention Center (CC), located in the heart of downtown Boise at 850 Front Street
- 1000-1200...FAA Wings Seminar - Presenter-John Goostrey (Human Factors & Safety)-CC Waters Room
- 1200-1330...Lunch-on your own, and what a variety of restaurants located near by!
- 1330-1600...FAA Wings - Presenter-John Goostrey (Density Altitude/Weather Phenomena)-CC Waters Room
- 1330-1530...GPS Seminar-Magellan Corporation-CC Waters Room (invited to speak)
- 1500-1700...SkyStar plant tour - Nampa (Aeronautics will have a shuttle van for your convenience)

SAT., August 27

- 0900-1700...Registration-Boise Convention Center (CC)
- 0900-1100...IAA Director's Meeting-CC Waters Room
- 0900-1130...Safe Pilot Seminar-Dennis Caravella (FAA DuPage

FSDO Accident Prevention Manager)-CC Waters Room

- 1130-1300...Idaho Aviation Hall of Fame Luncheon (Official Ground Breaking Ceremonies for new museum-contact Joe Corlett in Boise 336-1097 for information or reservations - luncheon is \$15.00 per person.
- 1400-1600...AOPA Town Hall Meeting-Phil Boyer, AOPA-CC Summit Auditorium
- 1600-1700...Aeronautics Advisory Open Forum Meeting-the Board welcomes you and your comments and questions-CC Waters Room
- 1800-1900...No-Host Social Hour-CC The Glen
- 1900-2130..."Celebrate Idaho Aviation" Dinner-Guest Speaker-Phil Boyer. Tickets are \$25.00 each and available through the Idaho Aeronautics (form enclosed)

SUNDAY, August 28

- 0800-1000...Fly-in Breakfast-at the Caldwell Airport, 10% discount on Avgas offered from Avjet
- 1000-1130...Warhawk Museum Tour/Avid Aircraft plant tour

*For just \$5.00 a person you will receive a great breakfast from the Caldwell Airport and a fantastic opportunity to tour the Warhawk Air Museum!

Activities and times may wind up slightly different from what you see here. We will hand you the final event agenda at registration.

Between our own and Western Aircraft's efforts, we have been able to find some attractive room rates available for conference participants at most of the hotels in town. There will be a reasonable supply of rooms in the \$40-55 range, but you are advised to make your reservations early.

There are some major issues in front of all of us who are involved with and who support general aviation. This conference provides the opportunity for anyone who wants to speak out on the issues that affect local, state, or national aviation policies to do so.

The open forum meeting of the Aeronautics Advisory Board will give you direct access to the Board and the Aeronautics Division Administrator for any questions or comments regarding state programs.

Issues of national importance such as the Statute of Repose legislation and the proposal to privatize the air traffic control system can be addressed during AOPA President, Phil Boyer's Town Hall Meeting.

A lot of people are involved in this conference to make it a great event for everyone who attends. We will have some pretty nifty door prizes to give away in addition to the free seminars that will get you qualified for the Safe Pilot Award Program.

For those family members who may not be attending the conference, the Western Idaho Fair is always an exciting event to attend with plenty to see and do.

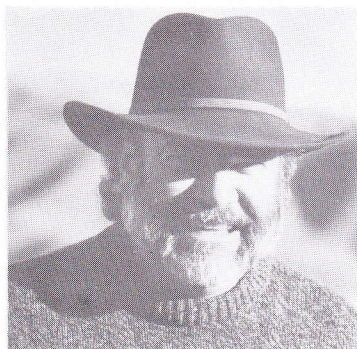
Fill out the enclosed reservations sheet in this newsletter and make your conference reservations today - **Come join us for the big bash celebrating Idaho aviation at the Boise Convention Centre. You will be glad you did!**

IDAHO FLIGHT GUIDE SETS NEW STANDARD

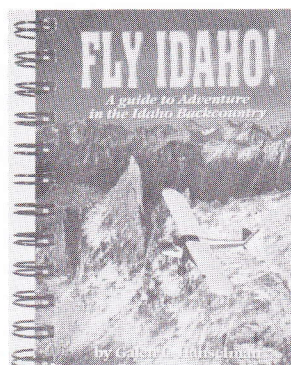
"*FLY IDAHO! A Guide to Adventure in the Idaho Backcountry*," a pilot's guide to the state with the most designated wilderness in the lower 48, became available in May.

The 414-page spiral-bound book covers 66 unpaved airstrips, 10 of which have never before been listed in a guide. It contains 313 color and black and white photographs and is appropriately flight-bag-sized, designed to lie flat while open in use.

The book is divided into three sections: an Air Section for specific pilot use, a Ground Section covering services and lodging, exploration opportunities and fascinating historical information, and an Information Section containing a Geographical Index Map for an overview and remarked sectional charts showing the locations of previously uncharted airstrips.



Stunning color photography illustrates the overall and short final view of each strip, along with an airport diagram, informational pilot's notes, and a Relative Hazard Index designed by the author Galen L. Hanselman of Hailey, Idaho (above).



The book has received rave reviews from editors of several publications including AOPA's *Pilot* and *Flying* magazines. Noting that information in the guide stresses flying safety as well as providing historical accounts for many of the state's unique features, these writers commend this book as a valuable addition to any aviator's library, at home or in the plane.

FLY IDAHO! will intrigue the pilot, the sportsman, and the adventurer with Idaho's spectacular recreational resources. Discoveries will include, America's deepest gorge, living ghost towns so remote (and friendly) that the luxuries of electricity and telephones have yet to arrive, more unbridled whitewater than any other state, and wilderness guest ranches accessible only by airplane.

FLY IDAHO! is now available at selected pilot shops and book stores or directly from Q. E. I Publishing. You may write to Galen at: Q.E.I. Publishing, P.O. Box 1236, Hailey, ID 83333. To order by phone simply call (800) 574-9702, or (208) 788-5176.

These books will also make wonderful gifts for your aviator friends on any occasion. This is a no risk opportunity to find out about Idaho airports.

NEW RATINGS

PRIVATE:

Frank Morrison
CFI - Mark Sweeney
Examiner - Dee Haug

Mark Trigsted
CFI - Mark Sweeney
Examiner - Dee Haug

COMMERCIAL:

Pat Driscoll
CFI - Jim Hayden

Ken Kuther
CFI - Mark Sweeney
Examiner - Dee Haug

Nick Seubert
CFI - Mark Sweeney
Examiner - Dee Haug

Robin Vinzant
CFI - Rick Harper

INSTRUMENT:

Carmine Petracca
CFI - Mark Sweeney
Examiner - Dee Haug

Nathan Pickens
CFI - Jon Johnston

Dr. Avery Pratt
CFI - Steve Bower

Dan Shira
CFI - Greg Esplin

MULTI-ENGINE INS.:

Jon Johnston
CFI - Rick Harper

**CONGRATULATIONS
ON ALL YOUR ACHIEVEMENTS!**

SAFE PILOT SEMINARS ARE ON THE ROAD

As this edition of the *Rudder Flutter* goes to press, we will have completed at least three visits to conduct ground training seminars for the revised Idaho Safe Pilot Program.

Our first stop was in Sandpoint on June 4th, where Rob and Terrie Maurice made their facilities available to about twenty intrepid aviators who braved the late spring adverse weather to come listen to five hours of eclectic aviation safety information.

In addition to the briefings presented by the Aero staff covering density altitude, accident trends, and pilot factors in decision making, Les Denning, CFI at Sandpoint Aviation gave everyone an excellent review of the new airspace rules and requirements. All this fun and frolic was followed by a picnic hosted by the Division.

The following Saturday found us enjoying the hospitality of the folks at the AvCenter in Pocatello where the Gliege's helped put together all the makings for the ground school. Two of the best CFI's in the eastern part of the state, Melvin Wagoner and John Blakley helped out with presentations on airspace criteria and mountain flying operations. The crowd of about fifty agreed to stay afterwards to enjoy the free picnic which featured monster sausage and other stuff.

Our third event in Lewiston on July 9th, is being arranged by Johnny Stewart as part of the local Idaho Aviation Association chapter's bi-monthly agenda. We are expecting a crowd of about twenty five pilots to come hear our pitch, and we will be joined by two CFI's from Doug Gadwa's Inter-State Aviation operation at the Pullman-Moscow airport. James Leonard and Jun Inouye will travel down to the Lewiston airport to lend some valuable assistance and local knowledge to the training.

The response to these events has been excellent. The participation by local area instructors and operators which we believe to be critical to ensure a successful outcome, has been outstanding. The fact that so many people have been willing to give up a full day of their weekend to come participate in this program is a clear demonstration of the commitment Idaho pilots have made to aviation safety. We appreciate your involvement and support.

MINI DENSITY ALTITUDE CLINIC

Over the years most of us have have been exposed to various "rules of thumb" which have been developed as a result of experience, academic scholarship, or in some cases plain old dumb luck.

Several pilots attending the Safe Pilot Refresher Training courses asked that the formula for computing available horsepower, or determining loss of horsepower due to density alti-

tude, be published in the *Rudder Flutter*.

The following information was made available to us by Dick Willims who has been a professional mountain flying instructor for several years.

To determine loss of horsepower for density altitude, and also compute a new gross weight to maintain the original power/weight ratio use the following formula:

a. $\text{Gross weight (GW) divided by horsepower (HP)} = \text{power to weight ratio}$

b. $\text{HP divided by 30 (manifold pressure [MP] at sea level)} = \text{HP per inch of MP}$

c. $30 \text{ inches minus } 1 \text{ inch per each } 1,000 \text{ foot of density altitude (DA)} = \text{number of inches manifold pressure available}$

d. $\text{Inches of MP times HP per inches of MP} = \text{actual horsepower}$

e. $\text{Actual horsepower times power to weight ratio} = \text{new GW}$

EXAMPLE: Cessna 185, 300hp, density altitude=8,000'

- a. $3300 \text{ lbs GW divided by } 300 = 11 \text{ power/weight ratio}$
- b. $300 \text{ divided by } 30 = 10 \text{ HP per inch MP}$
- c. $8,000 \text{ DA: } 30 - 8 = 22" \text{ MP}$
- d. $22 \times 10 = 220 \text{ HP at } 8,000' \text{ DA (actual horsepower)}$
- e. $220 \times 11 = 2420 \text{ lbs new GW for sea level standard performance}$

Keep in mind that like other rules of thumb, this is not an exact formula. This is a guide that will help you keep the affects of density altitude in mind as you aviate in the higher elevations of the state.

**JUST LOOK AT THE EXHIBITORS AND SOME OF THE DONORS OF DOOR PRIZES FOR THE THIRD ANNUAL IDAHO AVIATION CONFERENCE
AUGUST 26-28, 1994!!!**

EXHIBITORS:

*IIMorrow, Inc. - AAI/Systems Management, Inc. - Avid Aircraft, Inc. - BobKat Aviation
Federal Aviation Administration - Idaho Aviation Association - Idaho Hall of Fame
Magellan Systems Corporation - National Weather Service - Trimble Navigation*

DOOR PRIZE DONORS INCLUDE:

*Avid Aircraft - Boise Executive Air Terminal - Cactus Petes - Caldwell Air-A-Fair/Caldwell
Chamber of Commerce - Experimental Aircraft Association - Flight Training - Inter-state
Aviation, Inc. - Jeppesen Sanderson - Lewiston-Nez Perce County Regional Airport -
Mountain Bird, Inc. (Salmon Air Taxi, Challis Aviation) - Seaplane Pilots Association -
Sporty's Shops - Stanley Air Taxi - Sun Valley Aviation - Teledyne Battery Products -
Twin Falls-Sun Valley Regional Airport - Western Aircraft, Inc.*

*If you have door prize donations you would like to make or brochures for our "brochure table" please mail them to: Idaho Division of Aeronautics, Attention: Pam Staton, P.O. Box 7129, Boise, ID 83707-1129.

**IDAHO DIVISION OF AERONAUTICS
3483 RICKENBACKER/P.O. BOX 7129
BOISE, ID 83707-1129**

(ADDRESS CORRECTION REQUESTED)

**BULK RATE
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